SOUTHERN REGION RUNWAY SAFETY PROGRAM
SAFETY SUMMIT RECOMMENDATIONS
April 24-25, 2001

RECOMMENDATIONS (Action/response noted in red)	BREAKOUT SESSION

1. **Increase controller vigilance by minimizing distractions such as many pieces of equipment. Use of a heads-up display is recommended. Distractions are kept to a minimum, as much as possible. Only essential equipment needed to perform duties are used. heads-up technology is not available to Air Traffic facilities.**   **Air Traffic**

2. **Focus on reducing speech rate by ATC – too much verbiage. Eliminate unnecessary verbiage on frequency. There is a continuous and on-going practice by field facilities to remind controllers to be aware of excessive verbiage and to ensure that pilots understand directions and instructions issued by the tower.**   **Air Traffic**

3. **Limit access to multiple radios by vehicle operators. It has been recommended to airport operators to discourage use of multiple radios, which may cause confusion. It is a customary practice that vehicles responding to airport emergencies are the only ones allowed to have more than one radio.**   **Air Traffic**

4. **Do not combine positions like clearance delivery with ground control. There needs to be more positions in the towers to reduce frequency congestion. Frequency congestion is a problem that has few solutions. There is both a spectrum management issue as well as the necessity to prove there is a true need. Staffing levels are determined by the amount of acft operations.**   **Air Traffic**

5. **Change the Federal Aviation Regulations on taxi clearances and also require all aircraft to hold short of all runways enroute to their assigned runway. This change is being discussed at the National level.**   **Air Traffic**

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6. Install low power transmitters to caution pilots when they are approaching airport problem areas/hot spots. There is no technology available for alerting the pilot; but AMASS is being installed in our ASDE-3 locations that will provide this alert.	**Air Traffic**
7. There are too many aircraft on some airports causing delays and gridlock. Air Traffic encourages users to adjust their flight schedules to flatten out the peaks; but ultimately, Air Traffic is another airport tenant whose task is to provide a service upon demand.	**Air Traffic**
8. Wigwag lights need to be used more liberally. It has been determined and agreed to that wig wags should only be used for SMGCS operations and at those complex and troublesome intersections that may pose a potential incursion area.	**Air Traffic**
9. There needs to be more focus (AND MONEY) on G/A airports for the reduction of incursions. Air Traffic has no discretionary funds to comply with this suggestion. This is more likely an Airports issue.	**Air Traffic**
10. The Runway Safety Program should be included in the review process for any airport expansion plans with a focus on potential areas of risk of incidents and incursions. The Airports Division Representative on the team is included and/or	**Air Traffic**

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briefed on all activities and plans by the servicing ADO -representative has opportunity to provide input relative to safety concerns. Future coordination will include a representative from the RSPO.

11. Explore the efforts of other transportation agencies within DOT to see if they have any initiatives or technologies that can be imported into the Runway Safety Program. RRSPM met with Directors from Highways and Rail to discuss possible new safety initiatives, but most of the ideas from them were already addressed or being addressed by the FAA.

Air Traffic

12. Do not band aid the problem of runway incursions, but begin a training effort from the core. Incursion prevention has always been receiving emphasis in the training of all employees, new and current. During surface incident prevention meetings, safety awareness and on-going training programs are highly encouraged.

Air Traffic

13.Change funding priorities to assist with requests for communications equipment updates – especially in radio blind spots at remote areas. This is being addressed at CVG and is under evaluation at CLT. These airports are the only known ones that this issue directly affects.

Air Traffic

14. Implement more Standardized Taxi Routes (STR's). All ATC-9 and above level facilities are encouraged to develop STR s by directive.

Air Traffic

RECOMMENDATIONS (action/response in red)	BREAKOUT SESSION

15. Train vehicle and aircraft operators to ask for progressive instructions, and train controllers to give progressive instructions PROGRESSIVELY, not all at once. This is a good point that has been and will continue to be circulated.

Air Traffic

16. Clarify any remaining confusion on how to mark, and if appropriate light, a temporarily closed runway. Information sent out to all 139 airports in April 01. Cert-a-lert No. SO-01-03

Safety/Security

17. In partnership with Industry, will promote a mindset that vehicles will only be on a runway under three conditions: 1) to repair pavement, 2) to respond to an emergency, and 3) to conduct a runway inspection. Airportopics Newsletter to all FAR Part 139 certificated airports dated 10/2001, includes article encouraging airport owners regarding the above item. Cert-a-lert was also issued to all 139 airport in November 2000. During annual FAR Part 139 inspections, inspectors enforce FAR Part 139.329(a) to limit access to only those vehicles necessary for airport operations. This is an ongoing enforcement.

Safety/Security

18. Air Traffic management should encourage ATC personnel to periodically join the airport operations staff on the airport for an airfield familiarization tour. On going. Inspectors encourage this participation during annual 139 safety inspections. Also included an article in the 10/2001 Airportopics Newsletter to all FAR Part 139 certificated airports.

Safety/Security

RECOMMENDATIONS	BREAKOUT SESSION

19. The FAA should remind all airport operation divisions to
remain current in airfield driver's training, and to follow the
FAA Order that require it.
AF has a notice out that requires annual retraining of their technicians
that drive on the airfield at airports. Also, highly encourage
this training during RSAT meetings during Part 139 inspections.

Safety/Security

20. Airport owners should encourage tenants to NOT give the
code of the access gates to anyone who is not an authorized
person on the airfield.
Airport operators are reminded to have tenants periodically change the gate
codes, especially if an employee leave and to remind employees to not give out
the codes to unauthorized users.

Safety/Security

21. Flight Standards should pursue the possibility of requiring
aircraft mechanics who are taxiing airplanes to use a common
"call sign" that would alert air traffic controllers that there is
not a pilot in the airplane.

Safety/Security

22. Airport owners should provide to all authorized movement area
drivers an advanced training class that emphasizes the human
factors element in mistakes.
Airport operators have procedures and plans that they follow for training
those individuals that drive on the airfield. Tenants are not authorized or
permitted to drive on the active movement area without first having the training.

Safety/Security

RECOMMENDATIONS	BREAKOUT SESSION
23. Airport owners should develop a local airport web site that includes current and accurate information on movement area closures and/or construction areas. **Several of our airports have done this. This is encouraged during RSATS. Also some airports have developed handouts for users with the same information.**	**Safety/Security**
24. Explore the feasibility of an airport owner's web address being published in the Airport/Facility Directory.	**Safety/Security**
25. FAA should work with State, City and/or County governments to issue statues to provide civil/criminal penalties for individuals who trespasses onto the air operations areas of the airport. (needed as a deterrent) **This was really a Security item. FAR Part 139 requires the airports to have consequences of noncompliance with the driver rules and regulations. Certain FAR Part 139 driver rules include local ordinances. At some airports, there are provisions where state and city statues provide for criminal penalties for individuals who trespass onto air operations areas of the airport.**	**Safety/Security**
26. Require individuals to take airport driving training course before being issued an electronic card or other access to T-Hangars that are controlled by electronic cards. **At most airports, every person that has access to the airport operations areas is required to complete the drivers' training , especially at Part 139 airports. If the areas of access is not an active movement area, many airports have a standard and simple training program that go over basic signs, lighting, markings, and what they mean.**	**Safety/Security**

RECOMMENDATIONS	BREAKOUT SESSION

27. At airports that have a large volume of vendor deliveries   **Safety/Security**
and/or cabs accessing the airport, the airport should have
maps printed up that clarifies address, illustrates legal
and illegal areas for vehicle, pedestrian entry, and areas
that are available to transit. Airport should send pamphlets
to the frequent users within the community.
Many of our airports have done this, and continues to do so.

28. Build in taxi diagrams on aircraft cockpit displays   **Flight Standards**
(FedEx exploring feasibility on new aircraft acquisitions).
Safety Program Managers have been coordinating with the Flight Standards
District Office Principal Operations Inspectors concerning the recommendations
of this feature. The Principal Operations Inspectors are dealing directly with the
Director of Safety for their 121 and 135 Operators.
** (Notes: Fed Ex is in the process of installing terminals in the MD10, MD 11 and**
** the AirBus that will include the Jeppesen Data Base.Gulfstream has in the flight**
** deck the taxi diagrams on an electronic display)**

29. Program runway incursion seminars/situations in   **Flight Standards**
flight simulator training.
Safety Program Managers have worked with the 142 Simulator Training Centers
concerning Runway Incursions. The 142 Simulator-Training Centers are either in
the process of or have accomplished runway incursion situations within their
training program.

RECOMMENDATIONS	BREAKOUT SESSION

30. On pilots' tests, place greater emphasis on signage and runway markings.   **Flight Standards**

Safety Program Managers through the direction of the Principal Operations Inspector
and the Principal Maintenance Inspector have given or in the process of giving, training
on the prevention of runway incursions to their 121 and 135 and 141 Certificate Holders.
This training includes all ground support personnel that service aircraft on the airport.
Designated Pilot Examiners have received training annually on runway incursions and
to place greater emphasis on preventing runway incursions through the Practical Test
Standards (PTS).
Inspectors are receiving runway incursion prevention training to include signs, markings
and procedures at quarterly safety meetings and to place greater emphasis on preventing
runway incursions through the Practical Test Standards (PTS).
 Certified Flight Instructors have been giving training during CFI Workshops
 on the prevention of Runway Incursions.

31. Revise Wings Program to emphasize runway safety.   **Flight Standards**

 Each Certified Flight Instructor has been and is encouraged to include Runway
 Incursion prevention topics when conducting WINGS Training and or Flight Reviews.
Aviation Safety Counselors receive training annually on the prevention of Runway
Incursions and the inclusion of such training during WINGS and or Flight Reviews.
When conducting Aviation Safety Seminars pilots are briefed on the Wings Program
and reminded to request from the instructor to place emphasis on the prevention of
runway incursions.

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**32. Increase "Progressive Taxi" usage for new pilots and/or
pilots unfamiliar with a particular airport.**
The progressive taxi or "admitting when lost" is addressed and discussed at all Runway
Safety Seminars, Wings Weekends, DPE Meetings, Inspectors Training, including
POI's and the Director of Safety for 121 and 135 Operators.
All pilots are encouraged to stop all movement if there is any ambiguity.
Web sites for Flight Standards District Office's display particular specified
subjects such as "Progressive Taxi".

Flight Standards

**33. Identify on approach charts "hot spots"/critical areas,
Re: airport surfaces/taxiways.**
The Safety Program Managers have and are continuing to convene with Airport
District Offices and Individual District Airports to identify and discuss "critical" areas.
The information gathered from this association is highlighted in Safety Presentations
concerning Runway Safety.

Flight Standards

**34. Airports/FAA develop runway incursion maps to
increase pilot awareness level at high incident airports.**
This has been encouraged at all airports. Safety Program Managers and or
the Flight Standards District Offices are or have been working with local airports
to identify problem runway incursion areas on the airport. The Safety Program Managers
have and continue to provide this information through Runway Safety Meetings and Seminars.
Internet education has also been developed for education for all "high incident" airport areas
(Note: The current taxi diagrams could use more detail, such as the hold short lines, ILS
critical areas, etc. Airports District Office input is needed here)

Flight Standards

RECOMMENDATIONS	BREAKOUT SESSION

35. Model successful safety programs and share at airports,   **Flight Standards**
as needed.

 **The Safety Program Managers have developed, shared and
presented Runway Safety Programs throughout their District.
Successful Safety Programs are shared and duplicated by the Safety
Program Managers. Web Sites have been established as a repository for such
programs. During the Southern Region Annual Meeting for all District
Safety Program Managers, all successful programs are reviewed. There are breakout sessions
to discuss and develop new or enhance existing safety programs. Each Safety Program
Manager receives a copy of these programs for presentation and or distribution
throughout their District. Safety Program Managers are working directly with the
Office of the Runway Safety Program to help develop a quality and successful safety
program. These programs will be held, during the fiscal year of 2002, at selected airports
that have been targeted for their disproportionate vehicle, pedestrian, pilot deviations and
operational errors. These programs will be presented at Safety Meetings, Safety Seminars,
Operation Rain Checks and Live Radio Broadcasts. Representation at all Safety Meetings
will consist of personnel from the Office of Runway Safety (Runway Safety Action Team),
Airport Manager, Air Traffic Control, Flight Standards District Office (District Safety
Program Manager) and the Regional Flight Standards Division.**

RECOMMENDATIONS	BREAKOUT SESSION

36.Review and standardize airport markings nation-wide.   **Flight Standards**
**Programs have been developed utilizing the national guidance for airport markings.
Personnel within the Flight standards District Office and or the Safety Program Managers
have been placed on Safety Teams at local Airports for review of Airport Markings and Signs.**

37. Form a Department of Transportation intermodal work   **Flight Standards**
group to identify common transportation safety issues
and to develop solutions.
**District Offices and Safety Program Managers, to resolve common safety
issues and problems, have formed local work groups**. **Also, the RRSPM met with
Directors from Highways and Rail to discuss possible new safety initiatives, but
most of the ideas from them were already addressed or being addressed by the FAA.**